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State Beacon Project Completes Phase One

South Carolina's beacons are standardized, enhancing aviation safety

The statewide beacon project to refurbish or install new beacons in 19 airports is quickly coming to a close.

By the end of this month, 19 South Carolina airports will have either new or refurbished beacons thanks to a grant from the Federal Aviation Administration and the S.C. Aeronautics Commission.

"We've had reports of pilots being able to see from anywhere from 40 to 50 miles from the airport on a clear night," said Pete Fisher SCAC engineer in charge of the statewide project.

"The airports are pleased because the old beacons were having problems," he said. "Now we've gotten rid of those and the airports have good, reliable beacons in place."

The airport beacon project involved equipping selected airports with 36-inch rotating beacons. Of the 19 selected airports, 11 received refurbished 36-inch rotating beacons on existing towers. The remaining eight airports received new beacons, four of those were installed on existing towers, and four on newly erected 51-foot tubular beacon towers.

"Safety in the state's airports has been enhanced tremendously," according to Fisher. "Now if you fly at night, these beacons will be reliable enough for you to locate the airport."

All of the towers have safety rails so that maintenance personnel can safely climb the tower without taking a risk of falling off and getting injured.

The beacon project was begun to standardize the state's beacon system. Beacons throughout the state were not uniform, different sizes and different types.

"What we tried to do was standardize the ones we had and also update the lighting systems so that they would be more reliable and more efficient," said the state engineer.

"We've received reports that the cost to operate one of the new beacons is about \$35 monthly during Eastern Standard Time, this represents a cost savings for our airports in many counties," added Fisher, the engineer in charge of the project.

According to Fisher, the biggest advantage of having these
See Beacon Project, Page 6

Florence Airshow Demonstrates Success

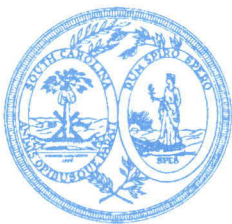
The Florence Regional Airport was the center of attention during the annual May-Fly 91 airshow celebration which brought out hundreds of people.

The Wednesday, May 1, airshow featured the US Air Force Thunderbirds and the US Army Golden Knights. The festival also included static displays of military and civilian aircraft.

This year's airshow was surely demonstration of success.



Photo courtesy of Jeff Chatlosh



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

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New Aviation Business Begins in Upstate

Horizon's Aviation provides various functions

There's a new company in the Upstate for chartering aircraft, corporate aircraft management and aviation consulting work, named Horizon Aviation Services.

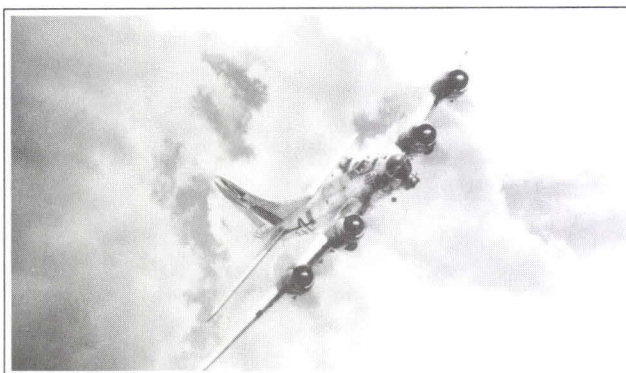
Larry K. King, a former chief pilot and flight department manager of Stevens Aviation, has announced the formation of the new business which is located at the Greenville Downtown Airport.

Horizon Aviation Services is a complete aviation service business offering corporate aircraft manage-

ment services, contract or on-demand charter services, and aviation consulting services.

The company also has corporate and air carrier flight and ground training.

The new Upstate business operates piston twin-engines and turbo prop aircraft. In addition a Lear Jet Model 35A is scheduled to begin operations by the end of the month. If you would like more information or would like Horizon's services, call King at 370-2655.



The Sentimental Journey, a fully restored Flying Fortress B-17, will be coming to Columbia, Savannah and Charleston during the summer.

Flying Fortress B-17 to Visit South Carolina

Did you miss the Sentimental Journey last year? If so, now is your chance to see her again. The famous fully restored, flying museum is once again touring American skies.

Completely restored to war-time capabilities, the B-17 Flying Fortress is one aircraft in the Confederate Air Force's "Ghost Squadron" which tours the United States educating and enlightening the public on aviation in WWII. Last year, the Arizona Wing flew their treasured aircraft 19,000 miles to

visit 56 cities. Over 60,000 people saw what some historians say is the aircraft which made victory in WWII possible. Many visitors of the B-17 bring their scrapbooks, uniforms, and other mementos to share with others who remember WWII.

The Sentimental Journey will visit Savannah, GA, June 20-23; Charleston Executive, June 24-26; Eagle Aviation, Columbia, June 27-30; July 1-7, Freedom Weekend Aloft in Greenville.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport. Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228. Phone: (803) 822-5400, or 1-800-922-0574.

Freedom Weekend Aloft Features Balloons and Good Music

Freedom Weekend Aloft is celebrating its tenth anniversary with more headliner entertainment during the five-day event.

FWA is scheduled to begin July 3 and conclude on Sunday, July 7 at Donaldson Center Airpark.

Event chairman Billy Carpenter announced this year's concert line-up offers festival goers a tremendous entertainment value with ten groups being featured on the main stage.

Organizers are pleased to have the Carolina Pontiac Dealers in conjunction with the Pontiac Division of GMC back for their third year as sponsors of all featured concerts, said Allen Power, FWA entertainment chairman.

Carolina Pontiac Dealers will present each evening's main stage concert along with co-sponsoring radio stations. The concert line up will begin at 8 p.m. as Three Dog

Night and the Atlanta Rhythm Section take to the stage performing back-to-back concerts.

Other groups to perform include Michael McDonald, Baillie and the Boys, Billie Joe Royal and Don Williams.

The tenth FWA is expanding to include more static displays, more fly-bys and more hot air balloons.

This year's featured event is Skyquest, the Made in the USA team which will perform freefall maneuvers and canopy work all five days of the festival.

The balloon schedule begins on July 3 with a pilot briefing at 5 p.m. and launch from 6 p.m. to 8 p.m. Afternoon ballooning will be held each day of the event while two morning balloon launches are slated for Thursday, July 4 and Saturday, July 6, at 7 a.m. Static displays will be open from July 4 - 7 closing at 4 p.m. each day.

Three Airports Get Funds for Improvements

Florence Regional Airport, Grand Strand Airport, and Columbia/Owens Downtown Airport received funding for projects at the State Aeronautics Commission meeting in Columbia.

The Aeronautics Commission held their regular monthly meeting yesterday at the commission's office where commissioners approved \$193,943 in state funds for airport projects on Monday, May 13.

When completed, these projects will generate more than a \$2.5 million dollars in total funding costs when combined with federal grants.

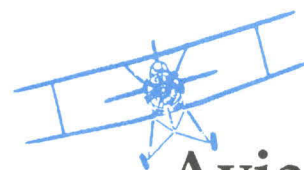
The commission announced the following state allocations:

- **Florence Regional Airport** — \$45,000 approved to erect 10,000 linear feet of safety and security fencing;

- **Grand Strand Airport** — \$18,110 approved to construct a parallel taxiway extension;

- **Columbia Owens Downtown Airport** — \$130,833 approved to construct a storm drainage system on the west side of Runway 31 to eliminate an existing open ditch in a runway safety area;

Both the Columbia/Owens Downtown Airport and Grand Strand Airport projects are funded with a 90 percent grant from the FAA with the remainder supplied by state and local sources. The Florence Regional project is funded equally through state and local sources.



Aviation Calendar

June 5

Myrtle Beach AFB
Open House
Thunderbirds
Golden Knights

June 9

Breakfast Club
Twin Lakes
Graniteville, SC

June 20-23

Confederate Air Force
B-17 Sentimental Journey
Savannah, GA

June 23

Breakfast Club
Pelion Airport

June 24-26

B-17 Sentimental Journey
Millionaire, Charleston Exec.

June 27-30

B-17 Sentimental Journey
Eagle Aviation, Columbia

July 1-7

Freedom Weekend Aloft
Hot Air Balloons
Donaldson Center

July 7

Breakfast Club
Advantage Aviation
Donaldson Center

July 14

Breakfast Club
Greenwood County Airport

July 17-21

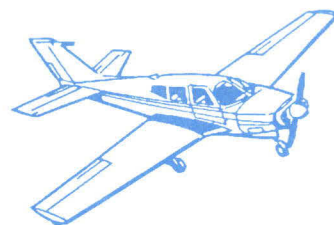
Dayton International Airshow
Wright Patterson AFB
Dayton, Ohio

July 21

Breakfast Club
Spartanburg Downtown
Airport

August 4

Breakfast Club
Thompson McDuffie, GA



EAA Chapter 242 Fly-in:

They're bankers and bakers and candlestick makers, well, not exactly. But they are businessmen, computer experts, salesmen and administrators. Their varied occupations belie their common interest in flying and aviation.

The Experimental Aircraft Association Chapter 242 recently held a three-day fly in with forums, barbecues and aircraft competition at Columbia-Owens Downtown Airport.

The Memorial Day celebration began May 24 with the arrival of various antique and experimental aircraft. The soft gray afternoon sprinkled the area with rain and pelted parts of South Carolina and Georgia with thunderstorms which delayed or prevented many of the Friday arrivals from participating.

Ken Harrill, an administrator with the S.C. Auditor's Office, assisted with fly-in registrations. "We're expecting a pretty good crew if the weather's good."

Although the weather did its best not to cooperate, about 200 people had registered by late Saturday.

The event attracted pilots,

people interested in aircraft restoration and aviation history. But many just came for the fellowship of the EAA Sport Aviation Association.

Chapter 242 has "close to three hundred members, and about 100 aircraft," according to Harrill.

He said, "We're by far the largest chapter in the state and in the top ten largest chapters in the nation."

Harrill attributes the success of the organization and its large membership to a change in the focus of the group. "About 8 years ago," he said, "we changed our orientation from just experimental aircraft to sport aviation, in general, and invited those interested in sport aviation and restoring airplanes to our meetings."

He said being a pilot is not a prerequisite to joining the EAA. "If you're an aviation enthusiast, of any type you're welcome."

The meetings are held at different locations throughout the year, including at

Colgate Darden's airport in Edmond, S.C. where he hangs many rare and antique aircraft.

One aircraft that Darden owns is a rare Douglas Dolphin which he brought to the fly-in for static display.

Harrill admits that "our mission is education and promotion of general aviation. But I would say that a large component of our meetings is social."

Aviation is "more than a hobby; it's a passion... It really is..." Ken Harrill, EAA

Harrill agreed that many pilots do more talking than flying and a favorite pastime is

"hangar flying."

Hangar flying has been in steady demand since the chapter opened its sparkling Sport Aviation Center at Columbia Owens Downtown.

Now the Chapter has a plush facility with all the amenities of home and all the advantages of being away from home. The facility is equipped with picture windows overlooking the runway, a modern kitchen, computer system and printer. However, the most important item for hangar flying is



Above, aircraft line up to be judged on the field. At left, Pete Smart readies his Aeronca Champ for judging during the Memorial Day competition.



More Than an Experimental Activity

a VCR and a TV so all those stories can be retold and re-lived again and again.

Harrill said not all the group does is socialize, "We do try to promote aviation and education, and these are key elements of our organization. The social aspects should be secondary.

"Since we have the SAC here it's the center of all of our activities," Harrill added. "And our membership took a two hundred percent jump since we've opened it."

All the members show their pride in the facility which Harrill said, "is in the top ten best facilities in the nation."

But what do members get out of hosting a three-day fly-in? "That's a good question," admitted Harrill. "We all enjoy going to fly-ins and the idea is to have one that is closer to home."

"But we mainly decided to have this fly in because we love fly-ins," he added gushing with enthusiasm. "Having it here at Owens is just an added plus."

This is the first time a fly-in has been held by Chapter 242 at Owens Field, before this the chapter held fly-ins at various locations."

Fly-ins are good for the community, according to Harrill. "People come from all over the southeast and from just around the corner." One couple who lives in the neighborhood came to investigate all the aircraft. They said they had been poking their noses through the fence long enough and wanted to see what the antique and experimental aircraft looked like up close.

Harrill agreed that the EAA Chapter 242 is more than just an average club. "It's more than a hobby; it's a passion. It really is," he said emphatically. "People that get involved in flying love it. Sometimes

people don't like it all. But if you do get involved in aviation it becomes a passion."

Harrill talked about aviation careers and why his career is in public administration and his passion is flying.

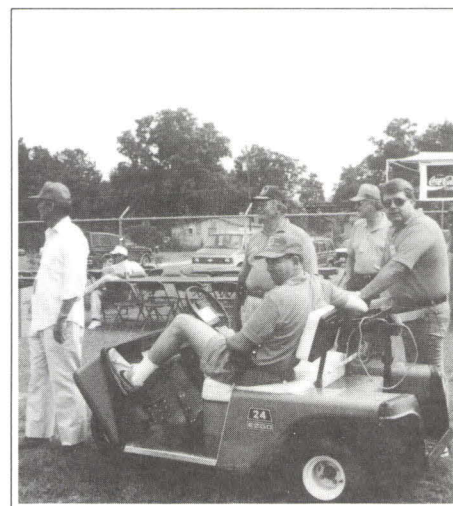
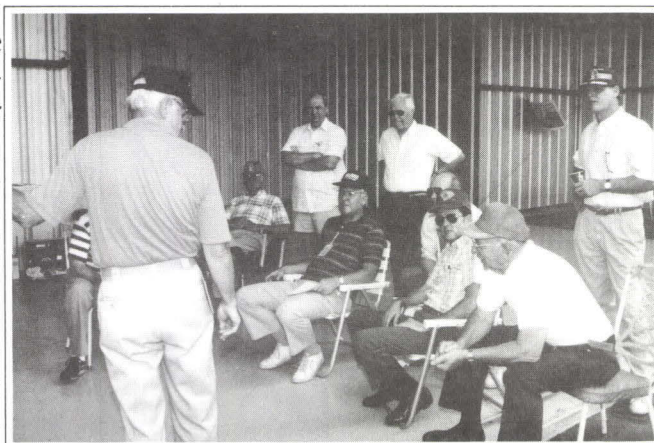
"Pilots will bristle at the thought of calling (aviation) their hobby" Harrill said. "There's so much effort and skill in becoming a pilot and maintaining your proficiency that it can't be called a hobby. A number of our members our interested in maintaining and the restoration of antiques, and the building of custom built airplanes. These all require a much larger knowledge base. We don't make a living do it, but it gives us much pleasure and enjoyment."

The EAA demands a certain amount of time but it takes time to be a pilot and keep up with your currency.

"And if your involved in any of these other activities like restorations and building an aircraft it takes tremendous dedication and hours far beyond even the flying activities and the club activities," he added.

Harrill is very typical of the

members involved in the EAA Chapter 242; he's intelligent, intense and passionate about aviation. Qualities which make us all aware of what makes a good organization a great one.



At top, members of Chapter 242 watch for incoming traffic, while John Leonhardt informs pilots on LORANS.

At right, Ray Chaplin discusses his RV-6 during a forum at the fly-in for those who build their own aircraft.



Beacon Project Comes to a Close

Continued from Page 1

beacons the same is the parts are similar when it comes time to repair them. Of course the Aeronautics Commission is not in the business of repairing airport beacons. The Aeronautics Commission engineer recommends that airports begin an on-going maintenance program for their beacons. Fisher said, "If the airports let the beacons sit for any length of time, it will deteriorate. It needs to be serviced on a regular basis so it won't wear out."

The statewide airport beacon project was begun about three years ago and it will take about another three years for all airports which qualify under the NPIAS to receive the 36 inch rotating beacons.

About 70 percent of the public-use airports in South Carolina currently have 36 inch rotating beacons.

The beacon project was funded through a 90 percent grant from the

FAA which totalled \$288,398. The state contributed the other 5 percent while local sponsors paid their share.

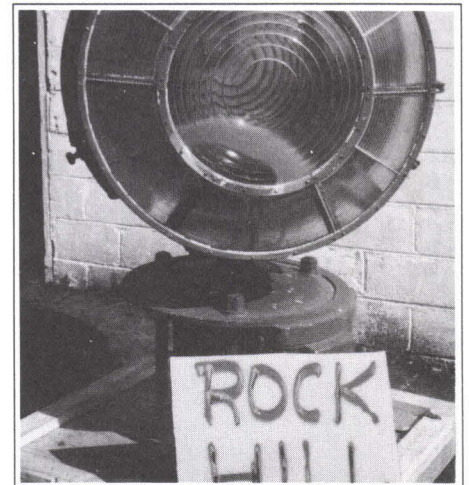
"We saved the state, and the FAA, a lot of money by having the beacons done under one grant all at once," commented Fisher.

"If the airports had installed the beacons one at a time under separate grants, it would have cost about \$700,000," said Fisher.

The engineer also estimated that each new beacon installation took about two weeks, and the refurbished ones only took 2 to 3 days. He said installers could not let the airport be without an operational rotating beacon for more than 24 hours during installation.

Airports which have received beacons are as follows:

Clemson, Aiken, Santee Cooper Regional (formerly called Clarendon County), Rock Hill, Donaldson Center, Fairfield, Walterboro, Beaufort, Berkeley, Lan-



This beacon from Rock Hill's Bryant Field, is typical of many worn-out beacons which were replaced or refurbished.

caster, Pickens, Dorechester County, Greenwood County, Pelion Corporate, Greenville Downtown, Georgetown, Grand Strand and Spartanburg Downtown.

The Conway-Horry County airport is slated for completion by the end of June.

National Noise Policy Outlined by Congress

Nothing is more troublesome to aviation and communities than aviation noise. In fact, Congress recently enacted legislation requiring the establishment of a National Noise Policy.

The emphasis for establishing a National Noise Policy came about due to the magnitude of noise complaints from the public, according to the FAA's Environmental Newslines.

The opposition to aircraft noise is one of the major obstacles to expanding and increasing capacity at our nation's airports. Resolution of the noise debate is one of the most important issues facing the aviation industry.

The public outcry concerning jet noise has prevented the construction of new airports in many communities. Major delays and

congestion occurring at some of the busiest airports are a result of the noise problems.

Several airports have enforced restrictions on type of aircraft, the number of operations and the time of day for operations. The diversity and the number of local noise restrictions are major impediments to increasing airport capacity.

Over 400 airports across the country have adopted local noise regulations. Noise restrictions impact airport capacity, interstate commerce and the economic well-being of the community.

In 1978, more than 5 million Americans lived in areas where the noise levels were unacceptable. This number has been reduced to 3.2 million due to the technological advances in aircraft engines' noise emissions and implementation of

compatible land use planning and zoning around airports.

It is appropriate for the federal government to take the lead in establishing this policy since a large number of airport operations are interstate travel.

Aircraft are rated or classified on the level of noise they make when taking off and landing.

Most airlines have been replacing the older aircraft with the new aircraft.

Not only are the new aircraft quieter but they are more fuel efficient.

The major objective of the National Noise Policy is to achieve a balance between local communities' concerns over aircraft noise levels and enhancement and preservation of our nation's air transportation system.

FYI From the FAA

Are Your Preflight Habits Up to Par?

Proper preflight planning is usually one of the most often neglected acts a pilot contemplating flight can make. Aircraft accident statistics prove that a thorough preflight can actually reduce your probability of having an incident. Although the number of general aviation accidents has shown a downward trend in recent years, the accident and fatality/serious injury statistics indicate an increase in the percentage of accidents during takeoff.

The following information is taken from an FAA Advisory Circular No. 61-84B which updates information available to pilots in the basic Airmen Informational Manual.

This is the second part of a three part series on Preflight Planning.

Key Elements of Preflight Planning include charts, Airman's Information Manual — Basic Flight Information and Air Traffic Control Procedures, Airport/Facility Directory, and Notices to Airmen (Class II), which were all covered in last month's Palmetto Aviation.

Notices to Airmen (NOTAM) — In addition to NOTAM information contained in the Notices to Airmen Class II publication, pilots should check with the nearest FSS for an update on the latest NOTAMS.

International Flight Information Manual — The International Flight Information Manual is published quarterly for use of private flyers, businessmen, and non-scheduled operators as a preflight and planning guide for flights outside the United States.

International Notices to Airmen — The International Notices to Airmen is a biweekly publication containing significant NOTAM information and special notices which may affect a pilot's decision to enter or use certain areas of foreign or international airspace.

Pilots should avail themselves of all appropriate charts and publications, including the AIM and NOTAMS.

Weather — A weather briefing is an important part of preflight planning. An overview of the synoptic situation and general weather conditions can be obtained from public media (radio, TV, etc.) or by telephone from recorded sources. This will help the pilot better understand the overall weather picture when obtaining a complete briefing from the FSS, NWS, or other organizations that provides this service. Information on public media and recorded weather sources is contained in the Meteorology chapter of the AIM. The weather information should be weighed very carefully in considering the go/no go decision. This decision is the sole responsibility of the pilot and compulsion should never take the place of good judgment.

Navigation Log — Precise flight planning of log items, such as pre-computed courses, time and distance, navigational aids, and frequencies to be used will make en route errors in these items less likely. Special attention should be given to fuel requirements, keeping in mind the need for ample reserve as well as location of refueling points available.

Flight Plan (VFR). This is not required by FAR, but is dictated by good operating practice. A flight plan not only assures prompt search and rescue in the event the aircraft becomes overdue or missing, but it also permits the destination station to render better service by having prior knowledge of your flight. It costs only a few minutes of time to file a flight plan and may be the best investment the pilot ever makes.

Aircraft Manual. Aircraft manuals contain operating limitations, performance, normal and emergency procedures, and a variety of other opera-

tion information for the respective aircraft. Traditionally, aircraft manufacturers have done considerable testing to gather and substantiate the information in the aircraft manual. Pilots should become familiar with the manual and be able to refer to it for the information relative to a proposed flight.

Key Elements During Takeoff Phase. The importance of thorough preflight preparation which considered possible hazards to takeoff cannot be over-emphasized. The following elements, which should be carefully considered, continue to emerge as factors in takeoff accidents:

Gross Weight — Maximum allowable gross weight is established for an aircraft as an operating limitation for both safety and performance considerations. The gross weight is important because it is a basis for determining the takeoff distance. If gross weight increases, the takeoff speed must be greater to produce the greater lift required for takeoff. The takeoff distance varies with the square of the gross weight.

Operations within the proper gross weight limits are outlined in each operator's manual. Gross weight and center of gravity (CG) limits should be considered during preflight preparation. Weight in excess of the maximum certificated gross weight may be a contributing factor to an accident, especially when coupled with other factors which adversely affect the ability of an aircraft to take off and climb safely. The responsibility for considering these factors before each flight rests with the pilot.

The need for a complete preflight is essential to the safety of the flight and pilot. Next time, part three of the Role of Preflight Preparation: the effect of wind, runway conditions, and cold weather takeoffs.



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This Month... Inside Palmetto Aviation

- State Beacon Project Completed
- EAA Chapter 242 is Anything but an Experiment
- National Noise Policy Outlined by Congress

...and much much more!

Got a Problem? Call out the Guard!

When the Hartsville Airport needed some help, they called out the guard. Not just any guard, the National Guard.

The Engineering Battalion of Company D 122nd National Guard Reserve Unit pushed dirt and leveled off much of the area for an airport improvement project.

About 100 soldiers of the Batesburg-Leesville area were settled in at the Hartsville Airport to undertake their tasks, according to a report from the Hartsville Messenger.

The National Guard assists in many airport projects, making the project more affordable to counties and municipalities which often must fund five to fifty percent of airport improvement projects.

For about two weeks, the guardsmen used

heavy equipment and a lot of engineering to move an estimated 28,000 to 30,000 cubic yards of dirt.

The airport project includes a runway extension and a taxiway extension.

According to the report, most of the dirt hauled around the airport will make up the 2,800 foot runway extension project.

When the engineering battalion finished, their work at the airport was estimated at several thousands of dollars.

Using guardsmen saved Hartsville a significant amount of money and improves the likelihood of funding such projects in the future.

Reservists used the excess dirt in other projects throughout the area including a baseball field, a softball diamond and a running track at the Hartsville Armory.

This publication is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.